



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
www. CityofSacramento.org

Consent
August 15, 2006

Honorable Mayor and
Members of the City Council

Title: Mitigated Negative Declaration: West El Camino Bridge Replacement
Project (PN: TZ71)

Location/Council District: West El Camino Avenue Bridge over Natomas East Main
Drainage Canal. Location map – Exhibit A of Resolution (Districts 1 and 2).

Recommendation: Adopt a **Resolution** 1) adopting the Mitigated Negative
Declaration and the Mitigation Reporting Plan, and 2) approving the preliminary design
for the West El Camino Bridge Replacement Project (PN: TZ71).

Contact: Ricky Chuck, Senior Civil Engineer, (916) 808-5050; Jon Blank, Supervising
Engineer, (916) 808-7914

Presenters: None

Department: Department of Transportation

Division: Engineering Services

Organization No: 3434

Description/Analysis:

Issue: Adoption of the Mitigated Negative Declaration and Mitigation Reporting
Plan, and approval of the attached preliminary design plan will allow the City to
move forward with completing the final design.

Policy Considerations: This action requested herein is consistent with the
Sacramento City Code, Title 3 and with the City of Sacramento Strategic Plan
goals of improving and expanding public safety and enhancing livability.

Environmental Considerations: The City of Sacramento, Environmental
Planning Services has determined that the West El Camino Bridge Replacement
Project, as proposed, will not have a significant impact to the environment;

therefore a Mitigated Negative Declaration has been prepared. In compliance with Section 15070(B)1 of the California Environmental Quality Act (CEQA) Guidelines, the City has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures are included in the attached Mitigation Reporting Plan and address impacts to water, transportation and circulation, biological resources, hazards, and noise.

The Mitigated Negative Declaration was distributed through the State Clearinghouse (SCH# 2006052108) and available for public review during the period of May 16, 2006 through June 14, 2006. Four comment letters regarding the project were received, which are included as an attachment (Attachment 2) along with staff responses to the letters (Attachment 3). Revisions have been made which do not require recirculation, pursuant to CEQA Guidelines Section 15073.5(c)(2), (4). Based upon the analysis contained within the Initial Study/Mitigated Negative Declaration, the project will not create any significant impacts that will not be mitigated to a less than significant level. Therefore, Staff recommends that the City Council adopt the Mitigated Negative Declaration and Mitigated Reporting Plan for the West El Camino Bridge Replacement Project.

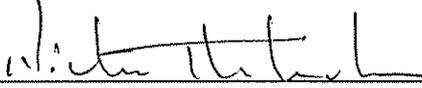
The West El Camino Bridge Replacement Project is funded by Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program funds. As a result, the proposed project is also subject to the National Environmental Policy Act (NEPA). NEPA studies are currently under review with the State Department of Transportation and the Federal Highway Authority. These agencies will take their respective actions.

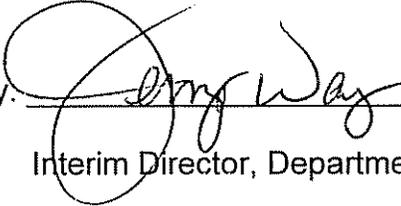
Rationale for Recommendation: Approval of the Mitigated Negative Declaration is required to comply with the California Environmental Quality Act, and to move forward with completion of the final design.

Financial Considerations: The current project budget is \$1,100,000. As of August 2, 2006, the project has an unobligated balance of \$333,619 which is sufficient to complete the design.

The estimated total project cost is \$7,780,000. Funding for right-of-way and construction will consist of 88.53% Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program funds and 11.47% local match. Staff will return to City Council at a future date for appropriation of construction funds. It is anticipated that the 11.47% local match for construction will be funded using either Major Street Construction Tax or Measure A funds.

Emerging Small Business Development (ESBD): No goods or services are being procured at this time.

Respectfully Submitted by: 
Nicholas Theocharides
Engineering Services Manager

Approved by: 
Jerry Way
Interim Director, Department of Transportation

Recommendation Approved:


RAY KERRIDGE
City Manager

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Attachment 1**Background Information:**

The project will replace the structurally deficient West El Camino Bridge over Steelhead Creek (a.k.a. Natomas East Main Drainage Canal) with a new bridge that meets current standards. The project will construct a new concrete bridge with two travel lanes, bike lanes, sidewalks, and street lighting and will maintain an at-grade crossing of the existing railroad track. This project will eliminate the need for road closure during high canal flows. A grade-separated bridge is not feasible at this location due to extensive impacts to the community and homes. Staff has obtained Public Utilities Commission (PUC) approval to maintain the existing at-grade railroad crossing, and is working with Union Pacific Railroad (UPR) for their approval.

The decaying timber structure bridge was constructed in 1945 and is rated structurally deficient. Ongoing maintenance and repairs are not effective in maintaining the structural integrity of the decaying structure. During high canal flows, the road had to be closed by using stop log floodwalls. The City was successful in obtaining Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program funds to replace the bridge. Under this program, the federal government paid 80% of the design cost of the project, while the City pays a 20% local match. With the new HBRR Program, the federal government pays 88.53% of the Right of Way and Construction cost, and the City pays 11.47% of the cost.

The preliminary design plan for the project is attached as Exhibit B.

Attachment 2

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS – MS 15
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
FAX (916) 274-0648
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

June 13, 2006

06SAC0086
03-SAC-051 PM 4.743
West El Camino Bridge Replacement Project (CIP TZ71)
Mitigated Negative Declaration
SCH# 2006052108

Mr. Scott Johnson
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Dear Mr. Johnson:

Thank you for the opportunity to review and comment on the Mitigated Negative Declaration for the West El Camino Bridge Replacement Project. The project proposes to replace the West El Camino bridge structure that crosses the Natomas East Main Drainage Canal and Steelhead Creek. The project is adjacent to an at-grade railroad crossing of the former Western Pacific alignment and calls for temporary replacements of the railroad tracks and crossing signal during construction. Our comments are as follows:

- o Construction impacts could result in significant train delay and disruption of freight and passenger services (Amtrak's Coast Starlight uses this line). Please coordinate with Patrick Kerr, Manager of Industry and Public Projects, Union Pacific Railroad, 10031 Foothills Blvd., Roseville, CA 95747. He can be reached at (916) 789-6334.
- o It is recommended that the City build a grade separated railroad crossing to improve safety and throughput of the road.

"Caltrans Improves mobility across California"

Mr Scott Johnson
June 13, 2006
Page 2

- o The California Public Utilities Commission (CPUC) will have to approve the design of the re-installed grade crossing protection measures.

If you have any questions about these comments please contact Alyssa Begley at (916) 274-0635.

Sincerely,



BRUCE DE TERRA, Chief
Office of Transportation Planning—South

c: Ken Galt, Caltrans Rail
Patrick Kerr, Union Pacific

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SAFCA

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Sacramento
Area Flood
Control
Agency

June 14, 2006

Mr. Scott Johnson
Associate Planner
City of Sacramento
Development Services Department
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834

Subject: Comments on Draft Mitigated Negative Declaration for the West El Camino Bridge Replacement Project

Dear Mr. Johnson:

SAFCA staff has reviewed the subject document and offers the following comments.

Section II - Project Description

1. Project Background, page 5, first paragraph - correct the name of the "State Reclamation Board"
2. Project Purpose, page 6 - add "(relative to the railroad)" after "The bridge will be built as an at-grade bridge"

Section III: Environmental Checklist and Discussion

3. Seismicity, Soil, and Geology, Environmental Setting, Topography, page 12 - the NEMDC is a tributary to the Sacramento River, not the American River.
4. Water, Environmental Setting, Flooding, page 17 - delete the existing four paragraphs and replace with the following:

The Federal Emergency Management Agency (FEMA) identifies flood hazard areas for Flood Insurance Rate Map (FIRM) panels that identify Special Flood Hazard Areas (SFHAs). SFHAs are defined as the area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the "base flood" or "100-year flood". SFHAs are labeled as Zone A, AE, A1-A30, AH, AO, A99, AR, V, VE, and V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded), are also shown on the FIRM and are the areas between the limits of the base flood and the 0.2-percent annual chance (or 500-year) flood; areas of 100-year flood with average depths of less

Office 916-874-7606
FAX 916-874-8280

1007 - 7th Street, 7th Floor
Sacramento, CA 95814-3407

than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. Zone X (unshaded) are areas determined to be outside the 500-year floodplain and Zone D areas are areas in which the flood hazards are undetermined. The FIRM panel also shows the Floodway in Zone AE areas. The Floodway is the area of the channel that must be preserved for safe conveyance of the base flood.

On February 18, 2005, FEMA issued a Letter of Map Revision (LOMR) which revised the FIRM panels for much of the area of the City and County of Sacramento. The project site is shown on Community 060266 Panel Number 0005F. The areas east and west of the bridge (north Sacramento and Natomas, respectively) are designated as Zone X (shaded) to indicate that these areas are protected by levees from the 100-year flood. The area within the channel between the east and west NEMDC levees is designated as Zone AE. The area between the levees is also designated as a Floodway area.

5. Water, Answers to Checklist Questions, Question B, Findings, page 19 - revise text to read: "The proposed project does not substantially expose people and/or property to the risk of injury and damage in the event of a 100-year flood and therefore does not require mitigation measures for this issue."

6. Biological Resources, Answers to Checklist Questions, Question A, Giant Garter Snake, page 50 - revise second paragraph to read:

"The CNDDB contains several records of this species in Sacramento County. The closest record is approximately 4.0 km (2.5 mi) northwest of the BSA in the East Drainage Canal within the interior of the Natomas basin. However, although the giant garter snake (GGS) could occur in the BSA, there are no direct hydraulic connections between the NEMDC and known occurrences and there are no documented occurrences within the NEMDC south of its confluence with Dry Creek or eastward from the NEMDC in Robla Creek or Arcade Creek. Dry Creek is not suitable habitat for the GGS (USFWS letter to USACE dated June 25, 2004, copy enclosed). In the BSA, NEMDC/Steelhead Creek is a medium gradient stream and is subject to extensive flooding during the winter and spring months. The stream corridor is also heavily shaded by riparian trees. These characteristics, in addition to the presence of predatory non-native fish and habitat suitable and occupied by anadromous fish, coupled with extensive human activity, make the NEMDC very low quality GGS habitat. Since GGS are not present in the NEMDC at the project site and since the project site contains an extensive riparian tree cover which is not suitable GGS habitat, the project will have no impacts to GGS."

7. Biological Resources, Answers to Checklist Questions, Question A, Giant Garter Snake, page 51 - delete the first four full paragraphs and replace with the following: "Although the GGS is not likely to occur in the BSA and be subject to impacts from construction of the project, the project will implement the following mitigation measures to further reduce the potential for impact to the GGS."

8. Biological Resources, Answers to Checklist Questions, Question A, Mitigation Measures for Giant Garter Snake, page 52, BR-39 - delete entire mitigation measure as it is duplicative of provisions of BR-38 and is not required.

9. Biological Resources, Answers to Checklist Questions, Question A, Mitigation Measures for Giant Garter Snake, page 53, BR-40 - delete entire mitigation measure as it is duplicative of provisions of BR-32 through BR-38 and is not required. In addition, the prohibition against riparian plantings is not consistent with the documented usage of the NEMDC/Steelhead Creek channel within the BSA as a migration corridor for fall run Chinook salmon and Steelhead as discussed on page 55.

10. Biological Resources, Answers to Checklist Questions, Question A, Mitigation Measures for Central Valley Steelhead and Central Valley Fall/Late Fall-Run Chinook Salmon, page 56, BR-56 - delete entire mitigation measure as presented and replace with provisions for riparian plantings.

11. Biological Resources, Answers to Checklist Questions, Question B, Mitigation Measures, page 61, BR-65 - please provide a copy of the referenced Revegetation Guidelines as presented in the NES. Planting of replacement vegetation in the NEMDC channel will require permits from the State Reclamation Board.

12. Biological Resources, Answers to Checklist Questions, Question B, Mitigation Measures, page 61, BR-66 - delete reference to the GGS Habitat Guidelines and replace with provisions for riparian plantings.

13. Noise, Answers to Checklist Questions, Question A, Construction Noise, page 71, last paragraph of the section - the text does not present any data that would be the basis for a conclusion that vibrations caused by pile driving would not cause damage to other properties. In addition to neighboring properties, potential settlement of the levees due to vibration should also be considered. If pile driving is utilized during construction, maximum allowable vibration levels should be specified and vibration monitoring should be adopted as a measure to confirm compliance with the specifications.

Please call me if you have any questions.

Very truly yours,

Sacramento Area Flood Control Agency



John A. Bassett
Director of Engineering
Design Construction Maintenance

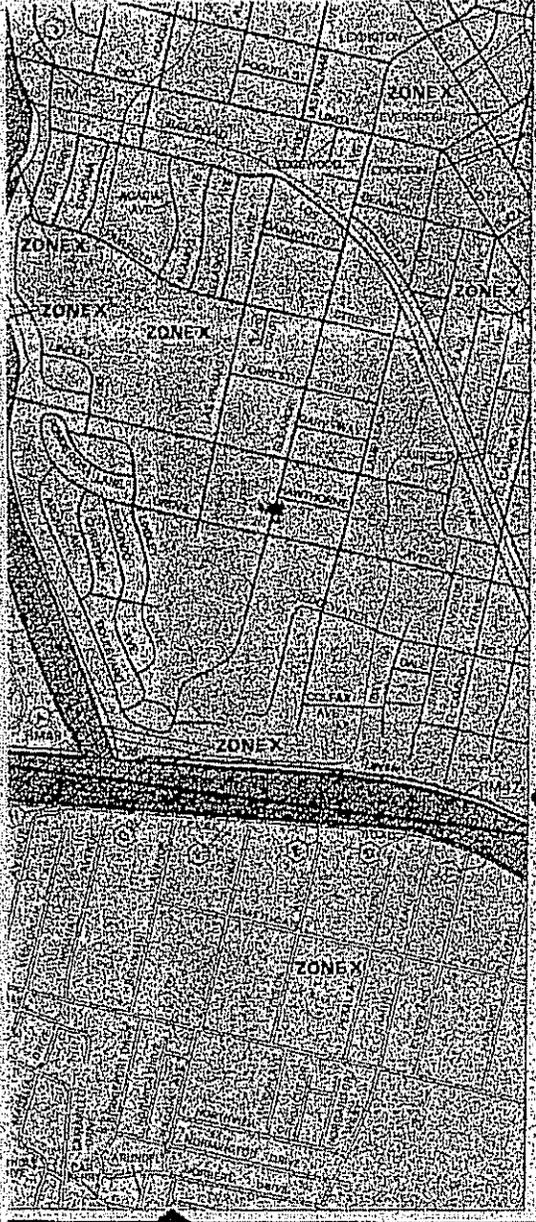
cc: Gary Hester - ARFCD
Paul Devereux - RD1000
Stephen Bradley - The Reclamation Board

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SAFCA

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FLOOD INSURANCE RATE MAP EFFECTIVE
DECEMBER 15, 1979

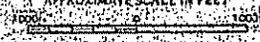
FLOOD INSURANCE RATE MAP REVISIONS:
SEPTEMBER 21, 1982 FEBRUARY 4, 1988
NOVEMBER 18, 1989

Also revised July 10, 1990 to increase Zone X flood premiums, to change
flood hazard areas and to incorporate previously issued letters
of intent.

To determine if flood insurance is available in this community, contact your
insurance agent or call the National Flood Insurance Program at 1-877-634-7229.



APPROXIMATE SCALE IN FEET



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
SACRAMENTO
CALIFORNIA
SACRAMENTO COUNTY

PANEL 5 OF 30
USE MAP INDEX FOR PANELS NOT PRINTED



PANEL LOCATION

COMMUNITY PANEL NUMBER
060260-0005F

REVISED TO
REFLECT
DATED FEB 18 2005



Federal Emergency Management Agency

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SAFCA

PAGE 05/05
FEB 24 2005 10:01



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846



In reply refer to:
1:1-04-1-2082

JUN 25 2004

Justin Cutler
Chief, Sacramento Office
U.S. Army Corps of Engineers
Regulatory Branch
1325 J Street
Sacramento, California 95814-2922

Subject: Informal Endangered Species Consultation on the Hayer Dam Renovation and Dry Creek Debris Removal Project, Sacramento County, California

Dear Mr. Cutler:

This letter is in response to your February 10, 2004, letter, and supporting documentation, requesting concurrence with the determination that the proposed Hayer Dam Renovation and Dry Creek Debris Removal Project, Sacramento County, California is not likely to adversely affect federally-listed threatened and endangered species. Your request was received by the U.S. Fish and Wildlife Service (Service) on February 12, 2004. The Service is providing comments pursuant to section 7(a) of the Endangered Species Act of 1973, as amended (Act).

The proposed project involves the removal of a dam, renovation of an existing water diversion, and removal of debris levees on Dry Creek. The renovation work proposed includes the removal of potential impediment structures and maintaining water diversion through the following: (1) removal of concrete rubble and a center island; (2) installation of a new infiltration pipe upstream of the existing concrete sill beneath the bridge and a pump station southeast of the creek; (3) installation of rock/concrete cross-vanes and a low flow channel; and (4) removal of an eroded, low-water concrete crossing and culvert downstream of the existing dam. The debris removal work consists of the removal of small, privately constructed levees made of earth, concrete, and asphalt rubble downstream of the Hayer Dam on the north and south branches of Dry Creek. Construction is expected to occur between 1 July and 15 September, and may take place over two construction years. At issue is the potential effects of the proposed project on the federally threatened giant garter snake (*Thamnophis gigas*) (snake).

Based on our review of the project description and the biological evaluation enclosed with your correspondence, as well as a site visit conducted by Kim Turner, of the Service, on

TAKE PRIDE
IN AMERICA

P. 10

FEB 24 2005 10:08 AM HP LASERJET 3330

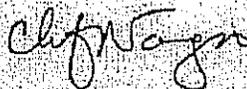
Mr. Justin Cutler

2

February 24, 2004 and June 22, 2004, we concur with your determination that the proposed project will not likely adversely affect the snake. The proposed project is located within a rural community that is quickly shifting to a more urbanized area. Although the site provides water during the snake's active period (April 30 to September 30) and limited upland habitat for basking, cover, and retreat sites, the site lacks the typical habitat preferred by the snake, including non-riparian banks, non-rocky substrate, turbid water, and emergent vegetation. Therefore, unless new information reveals effects of the proposed action that may affect listed species in a manner or to an extent not considered, or a new species or critical habitat is designated that may be affected by the proposed action, no further action pursuant to the Act is necessary.

If you have any questions regarding the proposed Hayer Dam Renovation and Dry Creek Debris Removal project, please contact Kim Turner at (916) 414-6577 or Adam Zerrenner, Sacramento Valley Branch Chief, of my office at (916) 414-6545.

Sincerely,

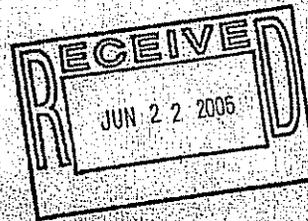


Chris Nagano
Chief, Endangered Species Division

cc:
California Department of Fish and Game, Sacramento, California (Attn: Terry Roscoe)
Corps of Engineers, Sacramento, CA (Attn: Jonathan Foster)
SAFCA, Sacramento, CA (Attn: Peter Buck)
Stillwater Environmental Services, Davis, CA (Attn: Scott Wilcox)



Patrick A. Kerr
Manager Industry & Public Projects, Engineering Department



June 19, 2006

Mr. Scott Johnson
City of Sacramento
2101 Arena Blvd, Suite 200
Sacramento, CA 95834

RE: West El Camino Bridge Replacement Project (CIP TZ71), Mitigated
Negative Declaration, SCH# 2006052108

Mr. Johnson,

The Mitigated Negative Declaration for the West El Camino Bridge Replacement Project proposes to replace the West El Camino bridge structure that crosses the Natomas East Main Drainage Canal and Steelhead Creek.

Construction impacts could result in significant train delay and disruption of train service. It is recommended that the City build a grade separated railroad crossing at West El Camino as the City has recently done on the Main Ave grade separation project.

If you have any questions please contact me at (916) 789-6334.

Sincerely,

Patrick A. Kerr
Mgr. Industry & Public Projects
Union Pacific Railroad

CC Ken Galt, Caltrans Rail

Attachment 3**West El Camino Bridge Replacement Response to Comments on the Mitigated Negative Declaration**

The Mitigated Negative Declaration was distributed through the State Clearinghouse (SCH# 2006052108) and available for Public Review during the period of May 16, 2006 through June 14, 2006. Four comment letters regarding the project were received. Two of the letters received from Caltrans and Union Pacific raised the same two issues: 1) recommending a railroad grade separated bridge and 2) disruption to rail operations due to construction activities. The grade separated rail crossing is not part of the proposed project as it was determined not be a viable alternative because of extensive impacts to the adjacent neighborhoods and unfundable project costs. The profile required to construct the grade separation would eliminate access to approximately 20 homes along West El Camino and El Camino Avenues and require the closure of Western Avenue. Furthermore, the much higher profile is very inconvenient to the large number of pedestrians that use this corridor. Lastly, there is no need for a grade separation to improve emergency response in the event of a train stalled on the tracks, because grade-separated crossings exist to the north and south of this location. Rail operations would not be significantly impacted as the proposed project will cause only very minor impacts to track operations. By optimizing the profile and the alignment, it is only necessary to replace the crossing panels. The only track closure required will be for the short duration for UPR to replace the panels. The existing tracks, crossing arms and signals will not be replaced.

The third letter was received from the California Department of Water Resources, which describes the jurisdiction and authority of the California Reclamation Board and their permitting requirements. No comments were made pertaining to the environmental analysis contained in the draft mitigated negative declaration. The fourth letter was received from the Sacramento Area Flood Control Agency (SAFCA) that identified a few minor edits to provide clarification of information contained in the analysis. These edits have been made to the revised negative declaration pursuant to CEQA Guidelines Section 15073.5(c)(2) and (4). SAFCA also provided comments requesting revisions to the Biological Section pertaining to giant garter snake (GGS) impacts. However, this section will not be revised as the information pertaining to GGS is based upon consultation with the U.S. Fish and Wildlife Service, which is the resource agency with jurisdiction over the protection of federally listed threatened species (CA Department of Fish and Game also has authority as the GGS is also a State listed threatened species). SAFCA's last comment pertained to potential vibration impacts to the levees from driving piles. The proposed project will not include driving piles but will involve drilling to set the piles. Therefore, Staff recommends that the City Council approve the Mitigated Negative Declaration and adopt the Mitigated Reporting Plan for the West El Camino Bridge Replacement and Reconstruction Project.

Attachment 4

RESOLUTION NO.

Adopted by the Sacramento City Council

Adopting Mitigated Negative Declaration and Mitigation Reporting Plan and Approving Preliminary Design for the West El Camino Bridge Replacement Project (PN: TZ71)

BACKGROUND

- A. The project will construct a new concrete bridge with two travel lanes, bike lanes, sidewalks, and street lighting and will maintain an at-grade crossing of the existing railroad track. The project will eliminate the need for road closure during high canal flows. The decaying timber structure bridge was constructed in 1945 and is rated structurally deficient. During the high canal flows, the road had to be closed by using stop log floodwalls. Ongoing maintenance and repairs are not effective to maintain the structural integrity of the decaying structure. Staff has determined that it would be more economical to replace the bridge than to provide ongoing repairs. A grade-separated bridge is not feasible at this location due to extensive impacts to the community and homes. Staff has obtained Public Utilities Commission (PUC) approval to maintain the existing at-grade railroad crossing. Staff is working with Union Pacific Railroad (UPR) the approval of the proposal.
- B. The City of Sacramento has prepared an Initial Study and Mitigated Negative Declaration for this project.
- C. The Initial Study and Mitigated Negative Declaration have been circulated for public review and comment from May 16, 2006 through June 14, 2006 pursuant to the California Environmental Quality Act (CEQA).
- D. On the basis of the whole record before it, including the Initial Study and all comments received, the City has determined that there is no substantial evidence that the project, with mitigation measures as identified in the Initial Study, will have a significant effect on the environment.
- E. The Mitigated Negative Declaration reflects the City's independent judgment and analysis.
- F. In accordance with Section 21081.6 of the California Public Resources Code, the

City of Sacramento requires that a Mitigation Reporting Plan be developed for implementing mitigation measures as identified in the Initial Study for the project.

- G. The Environmental Manager has prepared a Mitigation Reporting Plan for ensuring compliance and implementation of the mitigation measures as prescribed in the Initial Study for the project.
- H. The record of proceedings upon which this decision is based is on file on the Office of the City Clerk.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The Mitigated Negative Declaration and Mitigation Reporting Plan for the West El Camino Bridge Replacement Project (PN: TZ71) are adopted.

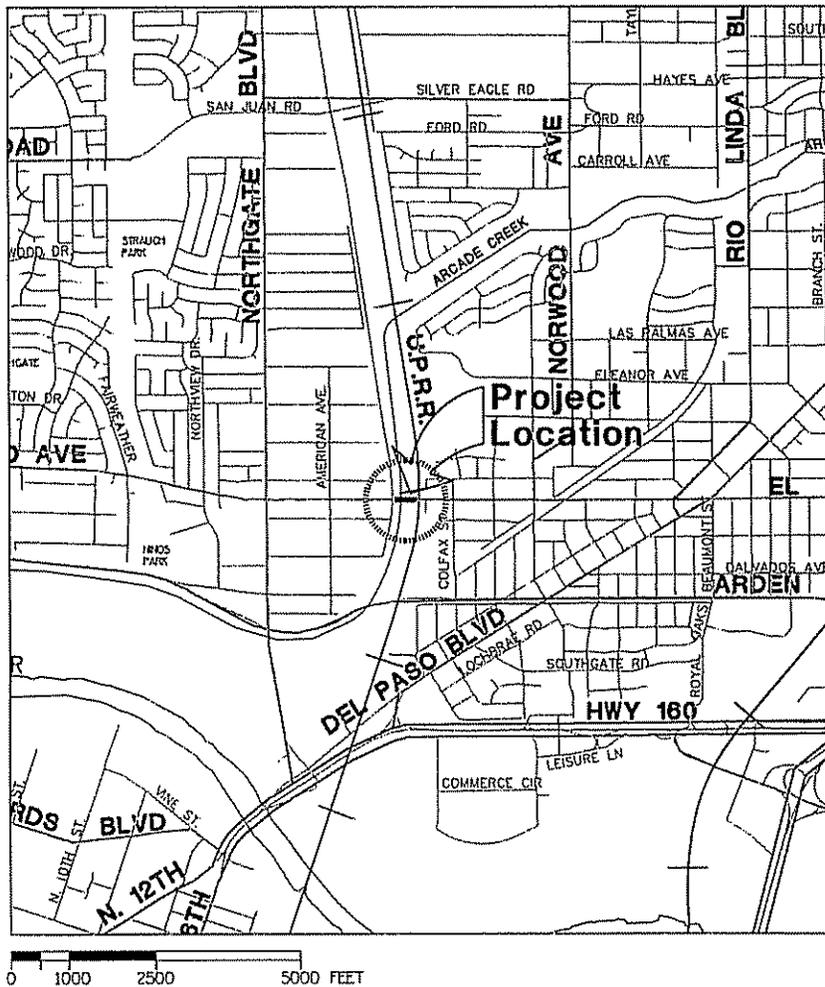
Section 2. The preliminary design plan for the project is approved.

Table of Contents:

- Exhibit A: Map of West El Camino Bridge Replacement Project (PN: TZ71)
- Exhibit B: Preliminary Design Plan
- Exhibit C: Mitigation Negative Declaration
- Exhibit D: Mitigation Reporting Plan

EXHIBIT A

**WEST EL CAMINO AVENUE
BRIDGE REPLACEMENT
PROJECT**



**PN: TZ71
LOCATION MAP**

MAP CONTACT: B. CAFFERTY
DATE: 07/11/06

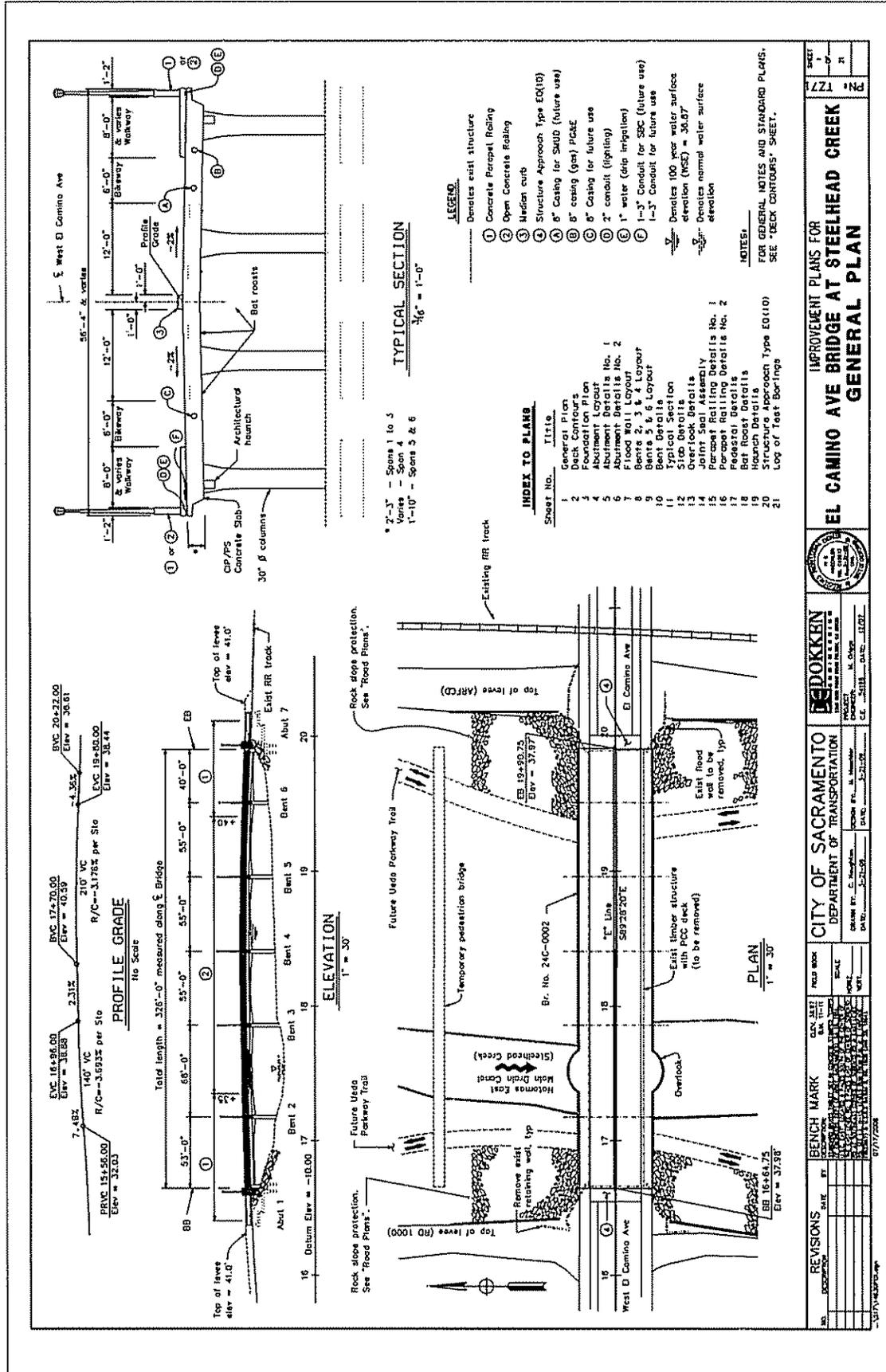


EXHIBIT C

MITIGATION NEGATIVE DECLARATION
(On File in City Clerk's Office)

EXHIBIT D

MITIGATION REPORTING PLAN

(On File in City Clerk's Office)